

# The Hong Kong Daily Press

No. 9206

六百二十九號

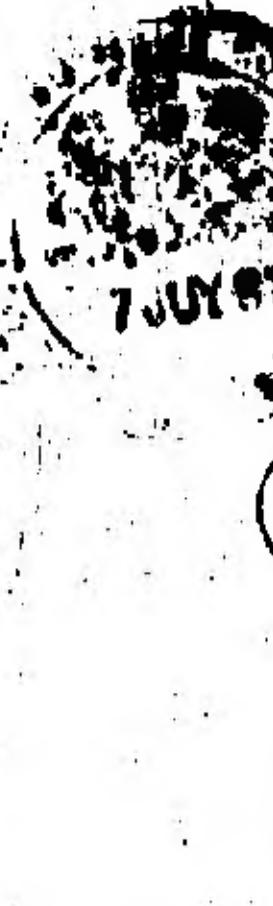
日七月五日三十號光

HONGKONG, THURSDAY, JULY 7, 1887.

四百

號七月七英港香

PRICE 2/- PER MONTH



## INTIMATIONS.

### FOR SALE.

#### SUNDRIES RECENTLY UNPACKED

"PERFECT" SEAMLESS TENNIS BALLS.  
Silicate Carbon Filters (movable blocks).  
Toilet Soaps and Perfumery.

Eau de Cologne and Lavender Water.

New Books and Music.

OFFICE STATIONERY & OFFICE SUNDRIES.

Billiard Balls for English, French, and Ameri-

can Games.

English and American Billiard Cues.

Coffee Mills and Coffee Roasters.

Waterproof Coats and Cloth Aprons.

Artist's Chalks, and Sandrins.

Travelling Spirit Stoves.

ELECTRO-PLATED WARE.

Swimming Belts and Swimming Collars.

And.

CALCUTTA PITH SUIT HATS.

LANE, CRAWFORD & Co.

Hongkong 13th June, 1887.

W. B. E. W. E. R. HAS JUST RECEIVED

McCarthy's History of crown Times—Jubilee Edition.

Chambers' General Atlas, Cosmographic Atlas,

Library and Imperial Atlases.

Carver's Jester, Trebald and Turn.

Bough Drawing and Sketching with Supple-

ment, 4th Edition.

Colonial and Foreign: Box Lists for 1887.

Manual Missa da Confissao and Livro da

Miss.

Letter-Book Companion, and Official Let-

ter Writers.

Chambers' Commercial Envelopes, \$1.50 per 1,000.

Small Cutlery Pocket Knives, Scissors, &c.

Candy Watch and Clocks, good time-keepers.

Fancy Goods including Photo Albums, Flas-

heta.

Cigar and Cigarette Cases, Opera Glasses,

Pencil Cases.

Chapel Jewelry, &c., &c.

Plaques for Sale or Hire. Can be bought on

the monthly purchase system.

Latest News and Writings, also Song Folios.

Chinese German str., for Swatow.

Ducina, German str., for Bangkok.

Ley, British str., for Foochow.

Billy Simpson, British str., for Sandakan.

Deuelion, British str., for Singapore.

DEPARTURES.

AT THE HARBOURMASTER'S OFFICE.

6TH JULY.

Kong Beng, British str., for Bangkok.

Soochow, British str., for Hoihow.

Archie, British str., for Port Darwin.

Formosa, British str., for Swatow.

Marco, British str., for Nagasaki.

Froj, Danish str., for Haiphong.

Chia, German str., for Swatow.

Ducina, German str., for Bangkok.

Ley, British str., for Foochow.

Billy Simpson, British str., for Sandakan.

Deuelion, British str., for Singapore.

ARRIVED.

Per Narino, str., from East Coast—Miss T.

Anderson, Master Andersen, Mr. Rogers, and

1 European, deck.

Per Kuan-lee, str., from Shanghai—116

Chinese.

Per Foochow, str., from Shanghai—Mr.

V. V. V.

For Camelon, str., from Swatow—440 Chinese.

Per Methouse, str., for Hongkong—from

Marseilles—Mr. and Mrs. B. Marti, and Mr.

Bartolo's aman. From Singapore—Mr. Har-

lock, Mr. Grum, and 74 Chinese.

For Shanghai—Mr. S. F. Ellberg, and Miss

Felberg Sisters, M. S. T. Collette, and M. de la

Grange, Mrs. F. S. Collette, Mr. Carlo

Bitterman, and 11 Chinese.

For Marseilles—Mesars, W. Nusbigg,

N. Harada, and H. Nohachi.

From Saigon—Mr. de Borden and servant, 10 petty officers

and 50 marines.

DEPARTURES.

Per Esmeralda, str., for Manila—Mesars, T.

Zukhara, Senor Z. Caveda, Aureliano Guerro,

W. Anaya, and Joaquin Angueta, 72 Spanish

petty officers, engineers and marines (crew for

the Philippines), and 10 Chinese.

TO DEPART.

Per Irauaddy, str., from Hongkong—For

Batavia—H. E. Da Costa (Governor of Timor),

and Mr. Krauss Gomez (Secretary). For

Marquesas—Mrs. Serpa, Mr. and Mrs. Aguilar Trigo

and 4 children, Mr. and Mrs. de Souza Caldas

Colonel Hintz, Colonel Colub, and

Marco, Marco, and 11 Chinese.

For Marseilles—Mesars, W. Nusbigg,

N. Harada, and H. Nohachi.

For Saigon—Mr. Le Bally,

and 79 marines.

For Marseilles—Mr. Colins de

Plancy (French Consul), Mesars, Tanguichi, Y.

Hiroya, F. Nata, K. Noda, and S. Oh,

Per Broussaud, str., from Hongkong—

For Singapore—Mesars, G. H. Townsend, von

Wimpel, and Stark, Mangi, A. Vantavares, A.

Wendell, and 11 Chinese.

For Manila—L. S. Pin and 50 marines.

For Hongkong—Mr. Kuan-lee, and 116

Chinese.

Per Foochow, str., from Shanghai—Mr.

W. H. V. V.

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W. H. V. V.

Per Foochow, str., from Shanghai—Mr.

W. H. V. V.

1887. NOW READY. 1887.

## THE CHRONICLE AND DIRECTORY FOR 1887.

"With which is incorporated

## THE CHINA DIRECTORY.

(TWENTY-FIFTH ANNUAL ISSUE).

COMPLETED WITH APPENDIX, PLANS, &amp;c., &amp;c.

Royal 8vo. pp. 1,156. \$5.00.

SMALLER EDITION, RY. 8vo. pp. 776. \$3.00.

THE CHRONICLE AND DIRECTORY

has been thoroughly revised and brought up to date, and is again much increased in bulk.

it contains DESCRIPTIVE AND STATISTICAL

ACCOUNTS OF, and DIRECTORIES for

HONGKONG.—JAPAN.—

Do Ladies' Directory Nagasaki.

Do Post Directory Kuroko (Hyogo).

Do Military Forces Tokyo.

Do Chinese Hongkong.

Macau.

China—

Pakhoi.

Hollow.

Wampoa.

Canton.

Swatow.

Amoy.

Takao.

Tsinwan-fu.

Tsin-kiu.

Keling.

Fochow.

Winhopu.

Ningpo.

Shanghai.

Chinkiang.

Wu-hsien.

Kiangnan.

Hsien-chou.

I-chou.

Liang-chou.

Tung-chou.



SHANGHAI.  
The N.C. Daily News says:—A correspondent, who is corroborated by one or two other observers states that there was a distinct upheaval of the ground in Shanghai, as if from a slight earthquake, at 3.25 p.m. on the 25th June. The movement was distinctly vertical, and was followed by a trembling which lasted for some seconds. It was felt at least at two points in the English, and at the French Concession, but was not noticed at the Si-hu, or Lake.

The following case of honesty in a jinrikisha occurs is reported by the *N.C. Daily News*.—A foreigner hired a jinrikisha to convey him a short distance, and on arriving at his destination discharged the vehicle and entered a house. Suddenly remembering he had left a packet of dollars in the vehicle, he at once called forth the driver, who had been waiting outside for him. He was talking to the police when the jinrikisha coolie came running up and lifting the cushion of the seat showed the packet of dollars. The surprise of those who witnessed this honest action. We are glad to say he was amply rewarded.

In the United States Court for the Consular Division of Shanghai an application for a new trial is the case of J. M. F. Pezzani, a citizen of W. S. Evans, administrator of the estate of S. D. Robinson, deceased defendant, has been refused with costs. The grounds of the application were (1st)—That the plaintiffs were unacquainted with the regulation of the U.S. Consular Court in China which prescribes that Civil actions, unless based on written promise, contract or instrument must be commenced within two years of the date of the cause of action, and the reason of this ignorance they had had no notice before him for two months prior to the trial of the cause, in which the date of the Statute of Limitation was plainly set forth and relied on, and secondly, that there had been a signal failure to exercise diligence in procuring the evidence referred to.

## HANKOW.

At the commencement of the tea season, says the *Memory*, some alarm was felt lest the sea depth of the water, the lowest known for seven years, would prove a bar to the large ocean-going steamers proceeding up river. It was, however, quickly dispelled and the waters kept continuously rising. On the 26th ultime the watermark at Hankow was 43 feet 3 inches, a record of statement, and the steamer *Tai-wo*, which arrived at Shanghai from that port on the 1st inst., reports that "both banks of the river are completely flooded from Hankow to Chialing."

## TIENTHSIN.

At Tientsin on the 21st June a park was opened named the Victoria Park, in honour of the Queen's Diamond Jubilee. The opening ceremony took place on the 23rd, when a pyrotechnic display was given. Mr. D. C. Chapman, of the Municipal Council, made a short speech in praise of Her Majesty the Queen, and concluded by declaring the Park open. Mr. Connel Branaman afterwards proposed three cheers for the Queen. During the day the British community entertained all residents and visitors of every nationality at a fete in the Yang-tsing-yen grounds.

## PEKING.

The *Hu-pao* says that the Soochow officials have received a telegram from Peking, stating that a Mandarin, named Hing Yen-ching, who had obtained the highest literary degree in the Empire, has been appointed Chinese Minister to Germany.

The *Chinese Times* says the Viceroy of Chihli has petitioned the Throne to be allowed to the eye of the Italian garrison, which he cannot but greatly raise the prestige of the colony. The invitation, says the *Chinese Times*, has associated its position with remarkable constancy, waiting for the brighter days which are now dawning.

The *Chinese Times* says:—H. E. Monsieur Constant, Minister for France, having served the country which he came to Peking, and having accomplished the main object of his mission, will return next month. The French Ambassador's presence is much needed. His successor is already appointed. M. Constant will be very much regretted in Peking, where his high position, his weight of character, and his practical and businesslike habit of mind have greatly supported the dignity of the diplomatic body. He has also placed the representation of France on a higher level, and the French Ambassador has been established with the Tung-ki-Yaolu will make things easy for his successor, whoever he may be.

## JAPAN.

News was received at Hongkong on the 5th instant that the Japanese telegraph lines were totally interrupted between Nagasaki and Shimonoseki. The interruption was caused by fire.

## THE PHILIPPINES.

MANILA.  
The American ship *Mary L. Stone*, which was bound for Manila, had got off and towed back to Manila. She was last seen afloat.

A somewhat severe shock of earthquake was experienced at Manila on the 19th June, shortly after noon, which caused considerable alarm, but no damage appears to have been done.

The period during which foreign dollars and Spanish silver bearing Chinese chopps may circulate in the Philippines has been extended, pending reference to the Madrid Government.

## FRENCH INDO-CHINA.

SAIGON.  
The public gambling houses in Cochin-China, called *casas de commerce*, are to be closed.

The following adoption of the new Customs tariff at Saigon is of great use to the merchants who have been laying out a sum in misconception. The Chinese had however agreed for this purpose, and they now find themselves without money and obliged to pay large sums monthly to the *chelies* by way of interest.

It would seem from the Saigon correspondence of the *Journal d'Indochine* that something like a panic has fallen.

A surveying party sent to the Upper Mekong by the Government of Cochin-China, under the command of Lieut. de Recy, has recently returned to Saigon. The *Saigonais* says the result of the survey shows that the Preparang rapids, hitherto considered impassable, present no dangers, and during the three months of the year when the river is high steamers of moderate tonnage will be able to pass up to the rapids, as far as high as Stoen. It is anticipated that a good trade will spring up, and that the products of the Laos country, which have hitherto found their outlet by land carriage to Bangkok or the Amnan ports will be diverted to the new route.

## CAMBODIA.

A Havaas telegram in the *Saigonais* says that M. Orsini has been appointed a first class Resident at Cambodia.

## TONQUIN.

A fifth regiment of Tonquinesse tirailleurs is to be sent to Tonquin. A Paris telegram of the 21st June states that the President had signed a decree to that effect.

Mr. Wolf, a Tonquinesse merchant, who had left Monghai for Hsinping, was reported missing at the date of last advices. He had a considerable amount of money in his possession, and it was feared that he had either been murdered or met with some fatal accident.

It is reported, says the *Chinese Times*, that the French frontier treaty, which has been under negotiation for some time, has recently been concluded. Its provisions have not yet been made, but the arrangements are believed to follow pretty

closely the lines indicated in the *Chinese Times* in January last. Paking is given to China.

A telegram in the *Tongkoo* paper states that the President has appointed a Commission to consider the means of establishing a union of the countries of Indo-China. The Commission consists of M. Flourens, Minister of Foreign Affairs, and four other members, of whom M. Blanouet, Deputy for Cochin-China, is one.

For other mail news see Supplement.

## INTIMATIONS.

SUMMER TIME TABLE.  
THE KOWLOON FERRY.  
STEAM-LAUNCH  
"MORNING STAR"  
Runa Daily Ferry Boat between PEDDAN'S WHARF AND TAI-PEI-TAU at the following hours. This Table will take effect from the 15th April, 1887.

WEEK DAYS. SUNDAYS.  
Leaves Leaves Leaves  
Kowloon Kowloon Kowloon  
Hongkong Hongkong Hongkong  
10.30 A.M. 10.30 A.M. 10.30 A.M.  
8.00 " 9.00 " 8.00 " 10.15 "  
8.55 " 9.00 " 8.00 " 10.45 "  
9.45 " 10.00 " 10.20 " 11.45 "  
10.20 " 10.30 " 10.45 " 12.00 "  
12.45 P.M. 1.00 " 1.20 " 1.30 P.M.  
1.30 " 1.40 " 1.50 " 2.00 "  
2.00 " 2.10 " 2.20 " 2.30 "  
2.30 " 2.40 " 2.50 " 3.00 "  
3.15 " 3.20 " 3.30 " 3.45 "  
4.15 " 4.20 " 4.30 " 4.45 "  
4.50 " 4.55 " 4.50 " 5.10 "  
5.10 " 5.15 " 5.20 " 5.35 "  
5.25 " 5.30 " 5.35 " 5.50 "  
5.45 " 5.50 " 5.45 " 5.55 "  
7.15 " 7.10 " 7.15 " 7.00 "

There will be no Launch on Monday and Friday, on account of cleaning. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of street of weather, due notice will be given of any stoppages.

1887.

CHINA OVERLAND TRADE REPORT  
THE COMMERCIAL JOURNAL FOR CHINA, JAPAN,  
etc., &c.,  
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure  
of the English Mail  
CONTAINS:  
THE LATEST AND GREATEST TRADE  
INTELLIGENCE,  
REPORTS OF MEETINGS OF  
COMPANIES,  
THE LATEST TELEGRAMS,  
TOGETHER WITH THE  
POLITICAL AND GENERAL NEWS  
OF THE FORTNIGHT.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c. &c. The "Trade Report" is a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c. &c. The "Trade Report" is a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c. &c.

THE H. I. M. T. A. I.  
COAL MERCHANT,  
has always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF  
CO. O. S. PRATA CENTRAL  
FOR SALE AT MODERATE PRICE,  
No. 82, PRATA CENTRAL. 1887

K. W. G. CO. AN SHING  
FURNITURE OF ALL KINDS,  
JAPANESE LACQUERED WARES,  
CURIOS, &c. &c.  
53, QUEEN'S ROAD CENTRAL,  
PORTER HOTEL BUILDINGS.  
Hongkong, 16th February 1887. 1887

HONGKONG, 18th February 1887.

HONGKONG,

# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, JULY 7TH, 1887.

## THE FOREIGN CUSTOMS AND THE COLLECTION OF DUTIES ON THE JUNK TRADE.

The report commented on by us in our issue of the 30th June, that the Foreign Customs were taking over the collection of all maritime duties, whether from native or foreign vessels, in the province of Kwangtung, was, it now appears, not accurately formulated, however true it may in the end prove to be in fact. We have received a copy of a proclamation which has been posted up by the Commissioners of Customs in this province, the minute regulations contained in which sufficiently explain the nature of the change which has taken place. The preamble of the proclamation states that Sir Robert Hart's Part received on the 6th June the sanction of the Taung-li Yamen to the enforcement by the Commissioners of Customs from the 1st July of certain regulations dealing with Chinese vessels of Kwangtung province trading with Hongkong and Macao. Then follow the regulations as drawn up by Sir Robert Hart. They are under three heads:—(1) Chinese vessels trading between a treaty port and Hongkong or Macao, (2) Chinese vessels trading between a non-treaty port and those places, (3) Hongkong or Macao vessels of Chinese build. The principle that runs through them all, and which almost justifies the earlier alluded to, is that no duty on junk vessels going to or from any port must, when passing through a Customs station, report, and pay duty on their cargo, and when under the same regulations are at present, all Chinese rigged vessels, or arriving at or leaving an open port, will have to submit to be examined by the officers of the Foreign Customs, and the burden of proof that such vessels are not bound to or from the two Colonies will, necessarily, rest with the vessel. From this to a complete and acknowledged control over all Chinese rigged vessels and collection of all maritime duties at the stations and at the four open ports is but a step. Further, as will be seen, the six stations are, as it is, to collect full import duty on all cargoes from the two Colonies bound to non-treaty ports, and half duty on all cargoes from such ports to the Colonies. What, then, will be left for the native Customs at such ports to collect? If they make a further levy, they may kill the junk trade; if they do not, they have no *raison d'être*, and must, moreover, perish from inaction. Hence the tendency and present practical effect of this measure falls little short of what popular rumour earlier declared it to be, i.e., collection that is, by the foreign Customs of all maritime duties in Kwangtung. The regulations do not, it is true, affect native vessels trading between two un-opened ports in the course of which they would not pass near a Customs station; but such trade is, as compared with the Hongkong or Macao traffic, that of a pedlar to that of a merchant. Nor do they appear to affect trade between two of the open ports, always provided, as before, that the course of the trade does not bring a vessel near a station. But native-rigged craft is not fitted to venture out far to sea, and it is to be presumed that an effective preventive fleet will cruise round the entrance of the Pearl River, so that in effect the present regulations will be found to cover all such trade between any two of the treaty ports in Kwangtung except that between Hoiboh and Pakboi.

We will now examine these regulations more in detail. First as regards native vessels belonging to a treaty port. These (Reg. 1) must take out from the Customs a yearly licence, similar to the old sailing letters. The licence bears a number, which must be conspicuously marked on the ship's side;—after we presume, the fashion of the "numbered lorcas" in the Yangtze-Ningpo trade. When clearing for Hongkong or Macao the proceeding to be followed is much the same as for foreign vessels, the junk pays full import duty, and her clearance is settled by the Customs. She has, however, off one of the six stations, she deposits this certificate with the Customs there and her clearance is stamped as cancelled. It is perhaps needless to say that no further duty is levied here on this class of vessels, since to do so would be to make the free port of Hongkong a Chinese Custom-house. On her return voyage from Hongkong or Macao she is required to again report at the station and show her manifest. All being in order she receives a station pass, and continues her voyage. At the treaty port she produces her licence, station pass, and manifest, and receives the usual port to land, has her cargo passed through the examining shed, and pays full tariff import duty. Minor regulations follow, or are mixed with these. A junk charter will, if possible, be chosen by the Commissioners, or, if local circumstances render this impossible, still each junk must obtain his permission before anchoring; that is to say, all licensed junks will be under the foreign Harbour Master. In the case of an unlicensed vessel making an occasional trip to Hongkong or Macao she may obtain a special licence for one voyage, and is then treated in all respects as though holding a yearly licence. All forms will be printed, for convenience sake, in English and Chinese. All sums collected, whether as duties, fees, or tonnage dues, will be accounted for to the Inspector General and by him to the Taung-li Yamen. If papers and cargo are found at the station to be in order, the vessel will meet with no delay. The two last regulations are of importance, the one because it implies the right of search at the stations, and therefore, practically, the overhauling of every vessel, licensed or unlicensed; the other, because it shows that tonnage dues are to be required. Concerning these last a further regulation states that Sir Robert Hart will draw up uniform rules for their payment based on the nature of the craft employed; it is therefore to be presumed that tonnage dues will not be at once levied. Secondly, as regards junk trading with the two colonies from non-treaty ports. In their own port (Reg. 12) they will be amenable to the local regulations, but when on their voyage they pass (as they must) a Customs station, a somewhat similar procedure is followed as in the case of licensed vessels. The only difference is that, whereas the latter paid the full tariff duties (import or export) at the treaty port they belonged to, these other junks pay at the station on their outward cargo (their cargo for Hongkong or Macao) half tariff duty, and on their inward cargo (from Hongkong or Macao) full tariff duty, receiving in either case a receipt. Lastly, for junks belonging to the two colonies. If these (Reg. 18) are foreign owned and bear a foreign flag they of course come, as regards their treatment, as an open port, to which alone they can proceed, under the rules of foreign treaties. If, however, they fly a Chinese flag, they will fall at an open port under the regulations of the Foreign

Customs, and at an open port, under those of the Native; but, whenever bound for, or passing the six stations they must report, and pay, as the case may be, full export or full import duty on all goods from or for Chinese. If they have neither Foreign nor Chinese papers, they will be treated as "vagrants," and if in Chinese waters will be seized and handed over to the local authorities.

Such will not allow us to dwell at length on the very great importance of this latest chapter in the history of the Hongkong and Macao trades. To the owners of steamships and to those who are anxious for the prosperity of Hoiboh and Pakboi, it would seem to provide nothing but good. If junks are to be brought under the same regulations, as the first reading of the Public Health Bill repeats that "it is intended to go through with the Public Health Bill as soon as possible." If they have neither Foreign nor Chinese papers they will be treated as "vagrants," and if in Chinese waters will be seized and handed over to the local authorities.

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The Acting Attorney-General—Yes, that is all we can do.

Mr. Secretary—Yes, but it would be a good thing to read it at first and publish it.

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